

For Sale.

FOR SALE.

FAIRBANKS' SCALES.

DEVOE'S NONPAREIL KEROSINE OIL.

PAINTS and OILS, TALLOW and TAR, PITCH and ROSIN.

AN INVOICE OF
PARLOUR AND COOKING
STOVES.

EX LATE ARRIVALS.

CHATEAU MARGAUX.
CHATEAU LA TOUR, plate & quarts.
JES. GRAVES, "
BREAKFAST CLARET, "SACON'S MANZANILLA & AMON-
TILLADO.
SACON'S OLD INVALID PORT
(1848).
HUNT'S PORT.1 and 3-star HENNESSY'S BRANDY.
COGNAC'S BRANDY.
FINEST OLD BOURBON WHISKY.
KIRKMAN'S BL WHISKY.
ROYAL GLENDEE WHISKY.
BOON'S OLD TOM.
E. & J. BURKE'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOLLY PRAT & Co.'s VERMOUTH.
JAMESON'S WHISKY.
MARSALE.
EASTERN CIDER.
CHATEAU REUSE.
MARASCHINO.
CURACAO.BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.
GUINNESS'S SCOT, bottled by E. &
J. BURKE, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogheads.MILNER'S PATENT FIRE-PROOF
SAVES, CASH and PAPER
BOXES, at Manufacturer's Prices.Sole Agents for
MESSRS. TURNBULL, JNR., and
SOMERVILLE.

MALTESE CIGARETTES.

MACEWEN, FRICKEL & Co.
Hongkong, January 8, 1885. 40

FOR SALE.

EXTRA FINE QUALITY
FRENCH BUTTER,
BRAND 'DUC DE NORMANDIE',
—THE OLDEST BUTTER
PACKING ESTABLISHMENT IN NORMANDY.IN 1lb tins and Cases of 48 tins each.
Sold in Quantities of not less than one
dozen tins, at 50 per Dozen.
Reduction made to Purchasers of one
case and upwards.G. R. LAMBERT,
Sole Agent.

Hongkong, October 4, 1884. 1083

Notices to Consignees.

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.
FROM BATAVIA, SINGAPORE,
AND SAIGON.THE Company's S.S. *Celebes* having arrived
from the above Ports, Consignees of
Cargo are hereby requested to send in their
Bills of Lading to the Underigned for
commissariat, and to take immediate
delivery of their Goods.
Cargo impeding the discharge will be at
once landed and stored at Consignees' risk
and expense.JARDINE, MATHESON & Co.
Hongkong, February 19, 1885. 283FROM GLASGOW, LONDON, PENANG
AND SINGAPORE.THE Steamship *Glenorchy* having arrived
from the above Ports, Consignees of
Cargo by her and by the S.S. *Asagiri*
Monarch from New York, are hereby in-
formed that their Goods—with the exception
of rum—are being landed at their risk
into the Godowns of the Underigned,
whence and/or from the Wharves or Boats
delivery may be obtained.
Optional Cargo will be forwarded un-
less notice to the contrary be given before
10 a.m. To-morrow, the 19th inst.
Cargo remaining undelivered after the
24th inst. will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, February 19, 1885. 279

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:
GOODALL, American ship, Capt. J. S.
FEARNS SKEWES—Order.
JESSIE OSBORNE, British ship, Captain J.
WILSON—Carlovitz & Co.
MELROSE, British barque, Captain Light-
body—Melchers & Co.
NALLIE M. SLADE, American schooner,
Capt. D. Gould—Arnhold, Karberg & Co.
SAMAR, American ship, Capt. Oliver O.
JONES—Adamson, Bell & Co.
THERMOGORA, British ship, Captain A.
GARR—Douglas Lapraik & Co.

To-day's Advertisements.

NOTICE.

GENTLEMEN interested in the HONG-
KONG AMATEUR ATHLETIC
SPORTS are requested to attend a MEET-
ING to be held at the HONGKONG CLUB
TO-MORROW, the 24th inst. at 6 p.m.
E. MACKEN,
Hon. Secretary.

Hongkong, February 23, 1885. 309

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates
for CHEFOO, TIENTSIN, HANKOW
and Ports on the YANGTZE.)The Co.'s Chartered
Steamship
Ningpo,
Capt. J. B. BARNES, will
be despatched as above on WEDNESDAY,
the 25th inst. at Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, February 23, 1885. 307

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, TIENTSIN,
NEWCHANG, HANKOW and
Ports on the YANGTZE.)The Steamship
Kianglee,
Capt. J. B. BARNES, will
be despatched for the above
Port on WEDNESDAY, the 25th inst.,
at 4 p.m.For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, February 23, 1885. 310DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY & FOCHOW
(SHARP PEAK).The Co.'s Steamship
Thales,
Capt. P. COCK, will
be despatched for the above
Ports on THURSDAY, the 26th inst., at
Daylight.Cargo shipped for the above Ports per
S.S. *Nimrod* will be forwarded by this
Steamer.For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, February 23, 1885. 300INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

The Co.'s Chartered
Steamship
Lido,
Capt. L. COCK, will
be despatched as above on FRIDAY, the 27th
inst., at 4 p.m.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, February 23, 1885. 306NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.FOR BATAVIA, SAMARANG AND
SOURABAYA, VIA SAIGON
AND SINGAPORE.The Co.'s Steamship
Udides,
Capt. DE HAAN, will
be despatched as above on
or about the 2nd March.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, February 23, 1885. 305

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY & FOCHOW
(SHARP PEAK).The Departure of the
Co.'s Steamship
Nimrod,
Capt. J. B. BARNES, for the
above Ports, is POSTPONED till further
Notice.For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, February 23, 1885. 304

SHIPPING.

ARRIVALS.

February 21, 1885.—
Don Juan, Spanish steamer, 654, J. de
Mazas, Manila, February 18, General.
J. de M. & Co.*Solferino*, British steamer, 250, W. Wright,
Haiphong, February 19, General.—A. R.
Marty.*Phoenicia*, British steamer, 573, Carozzo,
Amoy, February 14, Ballast.—Ordel.February 22.—
Neckar, Austro-Hungarian steamer, 2,095
Gov. Caltich, Trieste, January 2, and
Singapore, February 15, General.—AGRO-
HUNGARIAN LLOYD S. N. Co.*Tesoro*, British ship, 1,252, A. Cann,
New York, October 14, Case Oil.—DOUGLAS
STEAMSHIP CO.
Novosil, British steamer, 808, Baltimore,
Shanghai, February 19, Mail and General.
—JARDINE, MATHESON & Co.
Lenore, British steamer, 1,327, Thale,
New York, December 21, and Singapore
February 16, Kerosine Oil.—ADAMSON,
BELL & Co.*Crusader*, British steamer, from Wham-
poa.February 23.—
Ardent, German steamer, 336, E. Aerebo,
Pakhoi, February 19, and Huphoi 21, General.
—WILSON & Co.*Diamond*, British steamer, 514, F. Stahl,
Manila, February 20, General.—RUSSELL &
Co.

DEPARTURES.

February 22.—
Kianglee, for Shanghai.*Kianglee*, for Shanghai.*Phoenicia*, for Swatow.*Messala*, for Saigon.*Asia*, French gun-vessel, for Keelung.*Duguay Trouin*, French corvette, for Hai-
phong.February 23.—
Mary Ann, for Nagasaki.*Lido*, for Whampoa.*Glenorchy*, for Shanghai.*Nimrod*, for Shanghai.*Don Juan*, for Manila.*Celebes*, for Amoy.February 24.—
Invincible, for Manila.*Sea Witch*, for Cebu.*H. C. Sledge*, for New York.*Conced*, for Ketchikan.*Phra Chola Chom Kiao*, for Swatow.*Crusader*, for Swatow.*Boulevard*, for Saigon.*Ardent*, for Huphoi.*Sardapoa*, for Shanghai.

PASSENGERS.

February 23.—
Don Juan, from Manila, 2 Europeans.*Sea Witch*, from Huphoi, 1 European
cabin, and 6 Chinese.*Phoenicia*, from Trieste, 10 Europeans
cabin, and 6 Chinese.*Phoenicia*, from Singapore, 3 Europeans
cabin, and 70 Chinese.*Phoenicia*, from Shanghai, Mr and
Mrs Koswick and maid, Madame Chapuis,
Messrs. Dumas, Crutch, Rattone, She-
wen, and family of 4 children.*Phoenicia*, from New York, &c., 1
European cabin.*Phoenicia*, from Manila, Mr Carl
Wieler.

CLEARED.

Invincible, for Manila.*Sea Witch*, for Cebu.*H. C. Sledge*, for New York.*Conced*, for Ketchikan.*Phra Chola Chom Kiao*, for Swatow.*Crusader*, for Swatow.*Boulevard*, for Saigon.*Ardent*, for Huphoi.*Sardapoa*, for Shanghai.

PASSENGERS.

February 23.—
Don Juan, from Manila, 2 Europeans.*Sea Witch*, from Huphoi, 1 European
cabin, and 6 Chinese.*Phoenicia*, from Trieste, 10 Europeans
cabin, and 6 Chinese.*Phoenicia*, from Singapore, 3 Europeans
cabin, and 70 Chinese.*Phoenicia*, from Shanghai, Mr and
Mrs Koswick and maid, Madame Chapuis,
Messrs. Dumas, Crutch, Rattone, She-
wen, and family of 4 children.*Phoenicia*, from New York, &c., 1
European cabin.*Phoenicia*, from Manila, Mr Carl
Wieler.

DEPART.

Per *Kianglee*, for Shanghai, 1 Euro-
pean, and 2 Chinese.Per *Kamohaka*, for Nagasaki, 1 Euro-
pean.Per *Phoenicia*, for Swatow, 1 European, and
70 Chinese.Per *Messala*, for Saigon, 12 Chinese.Per *Nimrod*, for Shanghai, 15 Chinese.Per *Phoenicia*, for Shanghai, 10 Chinese.Per *Don Juan*, for Manila, 2 Europeans.Per *Celebes*, for Amoy, 32 Chinese.

To DEPART.

Per *Invincible*, for Manila, 1 European.Per *Phra Chola Chom Kiao*, for Swatow,
100 Chinese.Per *Crusader*, for Swatow, 10 Chinese.Per *Boulevard*, for Saigon, 6 Europeans,
and 12 Chinese.Per *Ardent*, for Huphoi, 20 Chinese.

SHIPPING REPORTS.

The Spanish steamer *Don Juan* reports:
Had heavy weather and strong winds.The British steamer *Solferino* reports:
Thick, misty, rainy weather throughout.The British ship *Tesoro* reports:
Had light winds to equator—fresh S.E.
trades to 36° South, and very heavy gales
and seas from 40° South lat. to Australia—
made Sandwood Island 90 days out; and
passed through Golo passage 105 days out.
Thence to North of Luzon light winds and
calms; strong monsoon in China sea, and
heavy sea. On the 20th inst., spoke *Southern*
bound for Manila, 119 days out.The British steamer *Nimrod* reports:
Fresh Northwesterly winds and thick rainy
weather.The British steamer *Crusader* reports:
Left Manila on the 20th February. Had
light winds and the weather to lat. 20° N.
long. 117° E. thence to port fresh monsoon
and dark squally weather. Passed steamer
Castello on Flat Island off Taubou.

POST OFFICE NOTICES.

MAILS will close:—

For STRAITS AND BOMBAY.—
Per *Kianglee*, at 2.30 p.m., on Tuesday,
the 24th inst.For MANILA.—
Per *Phoenicia*, at 4.30 p.m., on Tuesday, the
24th inst.For SAIGON.—
Per *Phoenicia*, at 5 p.m., on Tuesday,
the 24th inst.MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Ocean* will
be despatched on TUESDAY,
the 24th inst., with Mails for the
United Kingdom, Europe, and places
beyond, via Naples; to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Malta, and Gibraltar.The usual hours will be observed in closing
the Mails, &c.

HOURS OF CLOSING.

THE FRENCH MAIL.

The following hours are observed in closing
Mails, &c., by the French Contract
Packet:—Day before departure (or Saturday if the de-
parture be on Monday).
5 p.m.—Money Order Office closes.Post Office closes, except the
Night Box, which is always
open out of Office hours.Day of departure.—
7 a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases.

11 a.m.—Delivery of all printed matter
and papers ceases.11 a.m.—Mails closed, except for Late
Letters.11.15 a.m.—Letters may be posted with
Late Fee of 10 cents until
11.30 a.m.—When the Post Office closes
entirely.11.40 a.m.—Late Letters may be posted
on board the packet with Late
Fee of 10 cents until time of
departure.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, AMOY & FOCHOW.—
Per *Nimrod*, at 5 p.m., on Tuesday, the
24th inst., instead of as previously
notified.For SHANGHAI.—
Per *Nimrod*, at 5 p.m., on Tuesday,
the 24th inst.For TIENTSIN.—
Per *Lido*, at noon, on Thursday, the
26th inst.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Phra Chola Chom Kiao* leaves
for Swatow and Bangkok.Noon.—French Mail leaves for Ports of
Call and Europe.3 p.m.—*Kianglee* leaves for Singapore,
Penang and Bombay.5 p.m.—*Phoenicia* leaves for Manila.
Goods per *Phoenicia* undelivered after this
date subject to rent.

Tenders Close.

Noon.—Tenders for Government Bills re-
ceived by the District Paymaster.

Auctions.

2 p.m.—Auction of Household Furniture,
&c., at No. 3, West Terrace.

Meetings.

3 p.m.—Meeting of Shareholders of The
China Fire Insurance Co., Ltd., at No.
45, Queen's Road.3.30 p.m.—Meeting of Shareholders of
The Hongkong and Whampoa Dock
Co., Ltd., at No. 14, Praya Dock.6 p.m.—Meeting of Hongkong Amateur
Athletic Society at Hongkong Club.

General Memoranda.

WEDNESDAY, February 25:—
Noon.—Local Banks close.THURSDAY, February 26:—
Noon.—Local Banks close.FRIDAY, February 27:—
11 a.m.—Meeting of Shareholders of The
Hongkong Rope Manufacturing Com-
pany, Limited.

Noon.—Local Bank close.

SATURDAY, February 28:—
11.30 a.m.—Meeting of Shareholders of
The Hongkong and Shanghai Banking
Corporation at the City Hall.Noon.—Meeting of Shareholders of The
Hongkong Fire Insurance Company,
Ltd., at No. 7, Queen's Road.THE
HONGKONG DISPENSARY.

Established A.D. 1841.

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERSOF
DRUGGISTS' SUNDRIES, NURSERY REQUI-
SITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water,
Gingerale, Potass Water, Sarsaparilla
Water, and other Aromatic Waters.The Manufactory is under direct and
continuous European Supervision.

Hongkong, June 1, 1876. 730

SUN AND TIDE TABLE FOR
HONGKONG.(From The Hongkong Almanack.)
FEBRUARY-MARCH.

HIGH WATER. SUN.

Day of Month. Morn. Aft. Rises. Sets.

24 6.20 4.47 6.27 6.0

25 7.16 5.54 6.26 6.1

26 7.56 6.52 6.25 6.1

27 8.33 7.45 6.24 6.2

28 9.8 8.34 6.23 6.2

1 9.42 9.20 6.23 6.2

High water at Whampoa: 2 hrs 30
mins. later than at Hongkong; at the
Barrier: 3 hrs 15 mins.; at the Salt
Flats: 3 hrs 30 mins.; at Shamoon:
3 hrs 45 mins.The publication of this issue commenced
at 7.40 p.m.

The China Mail.

HONGKONG, MONDAY, FEBRUARY 23, 1885.

TELEGRAMS.

DEATH OF COLONEL SIR H. STEWART.
LONDON, 21st February 1885.Colonel Sir H. Stewart has died of his
wounds.

THE RESERVE FORCES.

A proclamation has been issued announ-
cing that the 10,000 men of the army
reserve will not be called out, but that the
militia will be embodied.

THE RELIEF OF KHARTOUM.

SEVERE FIGHTING: GREAT LOSS OF THE
ENEMY.

MR. CAMERON KILLED.

London, Jan. 23.—The anxiously awaited
tidings of the progress of General Stewart's
forces arrived this afternoon. From this it
appears that although the victory on the
17th, which enabled the troops to occupy
the walls at Abukela, placed the force
within thirty miles of the Nile, their road
onwards was stubbornly contested.The enemy at first confined themselves to
harassing the advances, using all the tactics
of desert warfare. Notwithstanding the
obstinacy of the Mahdi's forces, the
British soldiers found themselves on the
morning of Monday the 19th within sight
of the banks of the Nile.The enemy made a determined effort to
stop further progress, and advanced to the

indication in the report of our Northern contemporary. In the meantime, however, it is difficult to know what actually did occur, and it may be as well to await further information before coming to any definite conclusion.

We learn that the *Bayard*, *Triumphante*, *Nelly*, and *Apie* were part of the squadron which pursued the Chinese vessels.

We observe that a foreign firm here has notified to the consulates of munitions of war that certain cargo, from Antwerp and Hamburg to Hongkong and Shanghai, has been discharged at Singapore from the British steamer *Torshire*, en route to Hongkong or Shanghai. This is a new development in the present uncertain state of neutrality. Surely the French do not intend to interfere with arms that are being conveyed from one English port to another English port; but as shipowners ought to know their own business best, it would seem that the Singapore agents of the steamer have adopted the course which they deem to be the wisest under the circumstances. This action may, however, be regarded quite differently by the consignees whose goods are detained.

Sra H. Stewart, who commanded the *Camel Corps*, and was severely wounded in the second engagement near Metemeh, has succumbed to his wounds. He was bold even to rashness; and his death adds one more to the list of brave men who have met their fate in the Sudan. It is apparently been decided to embody the Militia at Home, and employ that force in garrison duty, rather than call out the Army Reserve. Such a step will probably give employment to many working-men who might otherwise be severely straitened in these days of full trade. Officers for the Militia will, however, be needed. We may add that the Militia, officers and men, number 100,898—and the Reserve, 30,000. The permanent Militia staff consists of 5,176 officers, warrant-officers, &c. The strength of the Army Reserve Force is stated to be 50,250 officers and men.

MANY of our readers will regret to see from the telegram which we reproduce in another column, that Mr. J. Cameron, the well-known correspondent of the *Standard*, was killed in the fighting which took place between the British force under General Stewart and the Mahdi's troops near Metemeh. Mr. Cameron, it will be remembered, was present in Hongkong as special correspondent of the *Standard* for some months in 1883, and about the same time he paid a visit to the advanced posts of the French in Tonquin. He first came to the front as a correspondent during the late Afghan war, and he was also present in Zululand, when he was taken prisoner by the Boers. Though his career as a correspondent was not a long one, he earned for himself a considerable reputation as a journalist, his descriptions of the battles which he witnessed being most vivid and interesting.

MUCH has been heard lately about concessions which have been granted by the rulers of the Protected Malay States to British subjects. The new famous Selangor Tin Mining Company was the outcome of such a concession; and several other commercial ventures have been launched in this way. So far, there seems to have been no objection taken by Her Majesty's Government to the concessions that have already been made on in the States where British Residents are stationed. In the State of Pahang, however, we have no Resident, and the following notification which appears in the *Government Gazette* of the 21st instant has reference, we understand, to a concession granted to traders in Singapore. In Pahang, the State at the extreme E.N.E. of the Peninsula, very rich gold deposits are believed to exist; and the Imperial Government evidently intend to reserve their right to revise any agreement made with the Rajah. The notification, dated Singapore, 6th Feb., is as follows:—"Under the instructions of Her Majesty's Government, it is hereby notified that British subjects going into Malay States where there is no British official for the purposes of trade or any other commercial enterprise, will not be entitled to the protection of the Government. Further, that both in the present, and in the future, the Government reserves to itself complete liberty of action as to recognising any concessions that may have been granted by the native rulers of any such State."

It is believed that Mr. E. J. Ackroyd will act for Mr. Justice Russell as *Puene* Judge during Mr. Russell's absence on leave. Mr. Ackroyd is an officer of great experience, as he has been connected with the work of Courts for more than thirty years. He was a magistrate in Mauritius for over four years, and for a term of seven years he has been engaged in the most important office work of the Supreme Courts of Mauritius and of Hongkong. He was called to the bar by the Middle Temple in June 1872, and obtained a first-class certificate of honour. Were it not that the new judges elect lacks the judicial experience which would fit him to take the place of the Chief Justice, the appointment now spoken of would, we feel sure, be heartily approved by residents generally. The *Puene* Judge now takes a position nearly equal to that of the Chief Justice, and the position has been so ably filled by the present occupant, that it is not now so easy to obtain a suitable

tenet. Still, as a worthy supporter of Sir George Phillips, we congratulate Mr. Ackroyd upon his promotion in prospect. He will be much missed in the Registrar's department of the Supreme Court.

Why Mr. A. G. Wise, the Police Magistrate, should have been selected to act as Registrar of the Supreme Court, is not quite apparent. Mr. Wise, though somewhat prone to overlook the fact that "the circumstances of the Colony" often demand a departure from the strict rules of English practice, makes a very good magistrate; but we do not suppose that he can possibly take up the threads of the Registrar's office so satisfactorily as Mr. Sangster is in a position to do. We are of opinion that Mr. Sangster has claims which ought not to be passed over, if long service and familiarity with the department go for anything. Mr. Wise would doubtless do well, but from the nature of things, we think Mr. Sangster would do better.

Mr. Mackean, who acted for several months as Police Magistrate, is spoken of again for the magistrical bench; but we have nothing as yet been arranged.

CAPTAIN Lo Deah, who was condemned to the penitentiary for saving his vessel during the bombardment at Fouchow, has arrived at Amoy.

The *Shanghai Courier* understands that quite a number of Chinese steam-launches in Shanghai have lately been purchased by the Kwangtung authorities, their destination in all cases having been the West River, where they are doubtless employed in conveying men and supplies to reinforce the Chinese forces now engaged against the French in Tonking.

LISTS of sums which have remained unclaimed in the Treasury for more than five years from judicial deposits, insolvent and bankrupt estates, estates of deceased persons, and intestate estates, are published in *Saunder's Gazette*. It is noticed that if these sums continue unclaimed, the amounts will be transferred to the general revenue of the colony.

The following telegram has been received by the French Consul in this port from M. Lemaire, French Resident-General at Hue:

Hue, 20th February. The export of rice from Tongku, which has been authorized from the 1st December, 1884, to 1st March, 1885, is henceforth to be closed, and this order shall not be suspended without a previous notice of two months to the public.

We note that this intimation, though of great public interest, does not appear in the *last Government Gazette*.

A post office notice states that the Post Office of Norway calls attention to the necessity for distinguishing clearly, in the names of letters, between the names of the towns of Christiansund and Christiansand, and suggests that they be always written as follows:

Christiansund, N.
Christiansand, S.

The Spanish barkentine *Mayorgia* arrived at Manila from Hongkong on the 17th inst.

The following telegrams are taken from an Indian paper:—
Madras, Jan. 29.—Madame Blaratsky is ill. Colonel Olcott, who is in British Burmah, has been telegraphed for, and returns direct immediately.

Hongkong, Jan. 29.—The firm of Halliday Brothers, rice millers and merchants, have suspended payment.

Dangora, Jan. 29.—Three companies of the Oxfordshire Light Infantry are kept in readiness to start at a moment's notice for Madagascar, owing to an expected disturbance among the Moplahs in that locality.

The *Shanghai Mercury* of the 18th instant gives the following details regarding the hoisting of the Russian flag on the French Consulate at Shanghai:—

At 8 o'clock this morning the tricolor of the Moscovite was simultaneously hoisted at the French Consulate, the French Municipal Hall, and the Poste de l'Est. This somewhat unexpected fact which we may have to regret will have been flashed over the civilized portion of our globe, and which may be considered of no small significance, was, however, performed without the least ceremony, and in the absence of any official authorities. Of course, the Chinese who happened to see the flag flying over the French Consulate were not a little surprised at the sudden change of things. We first heard of this measure to be taken on Sunday last, the day the Russian cruiser *Rasbuzhik*, carrying the flag of Rear-Admiral Urosov, left Shanghai for the South.

We were informed that a number of the most prominent members of the French Diplomatic Corps had paid a visit to Rear-Admiral Urosov, with the result that under present circumstances it was thought to be the safest to adopt the measure, which was carried into effect this morning. On Monday last the French authorities informed the Russian flag in lieu of their own. The Russian consequently paid a visit to the diplomatic corps of the above-mentioned country, for the purpose of explaining the state of affairs on the West Coast of Africa, and together with requests for appointments and employment in the territories recently placed under German Sovereignty. The semi-official organ declares that the Foreign Office is unable, in the present circumstances, to entertain or answer such applications, which can at present only be replied to by the commercial houses having branch establishments in the regions now under German protection.

The North German Gazette states that numerous applications of various kinds have been received at the German Foreign Office from all parts of Germany, asking for information regarding the state of affairs on the West Coast of Africa, and together with requests for appointments and employment in the territories recently placed under German Sovereignty. The semi-official organ declares that the Foreign Office is unable, in the present circumstances, to entertain or answer such applications, which can at present only be replied to by the commercial houses having branch establishments in the regions now under German protection.

THE FATAL ACCIDENT TO A GAMBLER.

An inquest was held at the mortuary this afternoon by H. E. Wodehouse, Esq., the Coroner, and a jury consisting of Messrs. C. A. Tones, J. Rossell and R. Killick, upon the body of Chan Achin, the man who jumped from the roof of a house in East Street to avoid capture by the police on Thursday last.

Dr. Marques gave evidence to the effect that deceased was brought to the Government Civil Hospital on the afternoon of the 19th inst., suffering from fracture of both fore-arms, the right leg and, he believed, the back-bone. He died from the effect of the injuries received at 9.30 p.m. the same day. Deceased appeared to have been a healthy man of about forty years of age.

Li Achik, a coolie living at 58 East Street, in the lane behind East St., at about 4 p.m. on the 19th. He heard shouts in No. 51 of "the police are coming" and almost immediately afterwards he saw the deceased appear upon the roof and look down to the lane below. He warned the deceased not to jump down, but the latter, after a second look over the roof, jumped down, alighting on the top of some poultry baskets. The coolie then notified the police, as the deceased was unable to move.

The wife of the deceased, Ip Achow, said that her husband was employed in an eating-house in Queen's Road Central. He had been married to her about ten years. His wages were about \$6 a month and he had supported her and her child as well as his parents, who lived in the country. He had intended to return to Canton this year. Deceased went out to visit some friends about 3 p.m. on the 19th, and the same evening some one told her that he had fallen from a house. She went to see him at the hospital the same evening but he was not admitted.

Inspector Quinlan, accompanied by Sergt. Hudin and a party of police, proceeded to No. 51 East Street at 4.30 p.m. on the 19th by virtue of a warrant issued, which was signed by a Police Magistrate and authorized him to search for and arrest any gamblers found there. He entered No. 51 and went to the roof, while Sergeant Hudin entered No. 51. There was an escape from the back of No. 51 to the roof. He got from the roof of No. 51 to No. 51 and found that the gamblers had been present by the roof of No. 49. He saw one man running from the roof of No. 51 to 49. He found a quantity of gambling gear in the cockloft of No. 51 and a strong trap-door in the ceiling of the entrance from the street. He saw the gamblers collect the money and the service of the gamblers found there. He entered No. 51 and went to the roof, while Sergeant Hudin entered No. 51. There was an escape from the back of No. 51 to the roof. He got from the roof of No. 51 to No. 51 and found that the gamblers had been present by the roof of No. 49. He saw one man running from the roof of No. 51 to 49. He found a quantity of gambling gear in the cockloft of No. 51 and a strong trap-door in the ceiling of the entrance from the street.

The Inspector stated that it was a common thing for gamblers to escape by the roofs of the houses. There was always a great deal of risk of falling from the roofs, both to the gamblers and the police, he had himself had several narrow escapes. A fatal case of a similar nature to the present one occurred in Dec. 1883 at the roof of the houses. In that case three lives were lost and the police were charged with manslaughter.

Mr. Wodehouse addressed the jury to the effect that the present was a very sad case; the deceased was not a criminal, but was a working-man with wife and family depending upon him and he had met a very shocking death in indulging in what was a very common practice amongst Chinese. The Police had acted quite regularly in the case and had not in any way exceeded the authority given them by the warrant. He thought, however, that the case should be brought to the notice of the Government, to consider if it were not possible to devise some other means of suppressing gambling without so much risk to life and limb; and to avoid resorting to forcible entries by the police, which led to such a tragedy. He could suggest that some such means as were used under the Contagious Diseases Act for the suppression of unlicensed brothels might be employed, and thus make the landlords of the houses responsible for allowing houses to be used as gambling houses, leaving the land-lord free of the risk of appeal.

If the jury were of this opinion they could add a rider to their verdict to the effect, which would be brought to the notice of the Government.

The jury returned a verdict of accidental death, and added a rider to the effect that if any other means of dealing effectually with public gambling were practicable they would be glad to see it substituted for the present dangerous system of forcible entries and arrests.

THE EASTERN MAIL SERVICE.

We have received from the Colonial Secretary further correspondence respecting the Eastern Mail Service. The first paper in the correspondence is a despatch from Lord Derby, to Sir George Bowen, enclosing an extract from the report of the Postmaster General to the Treasury, in which the latter raises the following questions for discussion:—

Would it be possible to do away with subsidies, and to submit the mails to the most suitable vessels sailing on the voyage for China, paying by weight only, as is about to be done in the case of mails for the United States?

Could the mails be transported by way of Bombay and Calcutta?

As to revision of the existing distribution of expense.

Mr. Lister then contributes a report on the subject, in which he disapproves of the proposal to do away with subsidies. We append the remainder of the series:—

Letter from the Hongkong General Chamber of Commerce.

13th January, 1885. Sir,—In reply to your letter of the 9th September last, transmitting to this Chamber copy of a Despatch and its enclosure, together with a Report thereon by the Postmaster General on the subject of the existing Postal Contract, and also to your letter of 12th September last, transmitting a copy of a further Report by the Postmaster General on the same subject, and requesting the opinion of this Chamber thereon for the information of His Excellency the Governor, I have the honour to inform you that the Committee have

carefully considered the Despatch and Reports submitted to them.

The Committee are of opinion that the general advantages derived by the public from the present system of subsidizing a mail service have been very great, and have fully justified the cost at which the mails have been carried, with such singular regularity and freedom from casualty.

To sailors and merchants certainly, and in no small degree to almost every resident in the East, whatever be his calling, the importance of a rapid, regular and trustworthy service cannot be overrated, but the Committee recognize that the boon of possessing such a perfect conveyance of correspondence, including Imperial and Official despatches of national importance, and financial and commercial documents of great value, has begun to be regarded by many as so much a matter of course, that they have not realized, with the changes would imply were the views to prevail of those who advocate, for the sake of greater economy, a subdivision of the service, and sectional subsidies. The conveyance of the mails under contract with the P. & O. has been satisfactory in all respects, and the Committee would not without regret see a change in the system that has worked so well, but they are of opinion that the subsidy will bear reduction, and that in a new contract an exact specification of one kind or another should be obtained. The Committee would suggest that the contract period should be limited to seven years.

In conclusion the Committee would remark that they endorse the views so fully stated by the Postmaster General of Hongkong in his reports on the subject, bearing date 1st and 11th September last. I have the honour to be, Sir, your most obedient servant, W. KENNEDY, Chairman.

The Honorable W. H. Marsh, C.M.G., Colonial Secretary.

* Incorporated in the Postmaster General's Report of September 1st, in which (as printed) it forms paragraphs 2 & 3.

Letter from E. Mackintosh, Esq., dissenting from the resolution of the Chamber of Commerce.

Hongkong, 22nd January, 1885.

Dear Sir,—As the sole dissenting Member of the Committee of the Hongkong Chamber of Commerce from the views expressed by that Committee in their recommendations to the Postmaster General of Hongkong, I beg to state that I am of opinion that the question of the renewal of the postal service between Great Britain and China, the opinions of the Chamber having been previously solicited by His Excellency, I beg to place on record the reasons for my not agreeing with the conclusions of the Committee.

Though strongly of opinion that the time is not far distant when the need for subsidizing Mail steamers will become unnecessary, I am inclined to think that gamblers had been present by the roof of No. 49. He saw one man running from the roof of No. 51 to 49. He found a quantity of gambling gear in the cockloft of No. 51 and a strong trap-door in the ceiling of the entrance from the street. He saw the gamblers collect the money and the service of the gamblers found there. He entered No. 51 and went to the roof, while Sergeant Hudin entered No. 51. There was an escape from the back of No. 51 to the roof. He got from the roof of No. 51 to No. 51 and found that the gamblers had been present by the roof of No. 49. He saw one man running from the roof of No. 51 to 49. He found a quantity of gambling gear in the cockloft of No. 51 and a strong trap-door in the ceiling of the entrance from the street.

A line between an Italian Port and Alexandria, and in respect of that he had paid \$174.60 into Court. The notice given to plaintiffs that the steamer would be ready on the 16th February, 1884, the month in which the steamer was chartered, was merely to facilitate the work of loading.

Wong Tin Po said he was a merchant and a member of the Chin Cheung Hong, and one of the plaintiffs in this suit. On the 16th February, 1884, he chartered the German steamer *Olympia*, Messrs Siemens & Co. were the agents for the steamer, and he received notice that the steamer would be ready for the voyage on the morning of the 19th. He commenced to load about six o'clock on that date, and completed loading at noon on the 20th, and notice had been given to the Postmaster on the 19th that he would be ready to leave about 5 o'clock on the evening of the 20th. She did not leave until half past three on the afternoon of the 22nd. On the 19th, he telegraphed to his agents at Amoy that the steamer would arrive there on the 23rd. The charter was for three months, and commenced on the 19th, from which date he paid freight, and Messrs Siemens commenced making up their bills from that date. In answer to the telegram he sent to his Amoy agents, he received two telegrams.

Mr. Wotton objected to these telegrams being received as evidence, as they could not say who they were from. His Lordship asked Mr. Caldwell why he should receive them.

Mr. Caldwell said the telegrams had a bearing on the case, and he had received them. He could not prove that they were not bogus telegrams without getting a commission.

The telegrams were not allowed to be put in.

Mr. Caldwell then handed in a letter which plaintiff said he had received from his Amoy agents, in which they stated that in consequence of the steamer not arriving at the proper time 300 passengers had been engaged passages had gone in another steamer.

Mr. Wotton objected to the letter being put in; it was dated after the steamer left Amoy, and he could not consent to its admission.

The letter was not allowed to be put in. His Lordship asked plaintiff how he did not deduct the money from the last month's charter money.

Plaintiff said Messrs Siemens & Co. threatened to sue him so often he had to pay.

Plaintiff, remarking, said that 100 passengers had engaged passages from Hongkong to Amoy, and 3 for Manila. In consequence of the steamer, however, notwithstanding at the time fixed 22 of the Amoy passengers and the 2 Manila passengers returned their tickets, and he had to pay them back the money, \$2, to each Amoy passenger, and \$30 for each Manila passenger, making in all \$108. He received a letter from the Chief Officer of the *Olympia*, saying 30 passengers had deserted.

The letter produced as having been written by the Chief Officer was shown to Captain Christiansand, master of the *Olympia*, who said the letter was not written by any officer on board his steamer.

Plaintiff said he received the letter from a boatman, who said the supercargo told him he had received the note from the Chief Officer.

The benefits which the various Colonies contribute to the Imperial subsidy derive from a moderate payment for the entire service require only to be mentioned to meet acceptance. In this Colony, in particular, the amount contributed to the Imperial postal revenue has become a burning question, and it behooves us, if possible, to suggest some means whereby the payment can be minimized.

Very generally I have sketched my objections to the letter of the Committee approved by my colleagues, and I have suggested a system which, I believe, if elaborated, will fully answer all requirements. I will be glad if you will send a copy of this letter to His Excellency the Governor, and for that purpose I hand you a duplicate. You will also confer a favor upon me by noting my objections in the Minutes of the Chamber, and if you will permit this letter to be printed along with the Committee's recommendation, in the usual annual publication of the Chamber's records.

I have the honour to be, Dear Sir, Your most obedient servant, E. MACKINTOSH, To the Honorable W. KENNEDY, Chairman, Hongkong Chamber of Commerce.

Extract from the Minutes of the Finance Committee of the Legislative Council.

February 10th, 1885.

The Committee consider the question of the mail subsidy.

Read a letter on this subject from the Chairman of the Hongkong General Chamber of Commerce, dated the 13th January, 1885, and one forwarding a communication from Messrs Siemens, of the firm of Messrs Butterfield & Swire, expressing his view on the subject.

Read also a report by the Postmaster General (Mr. Lister), containing a résumé of the correspondence relative to the Eastern Mail Service and its relation to Hongkong, with some additional observations and suggestions.

Resolved that as the sections of the Community which are most interested in the question of the conveyance of mails are represented by the Chamber of Commerce, the Chamber of the Chamber, which have been made with only one dissenting vote, should, in the opinion of the Committee, be recommended for adoption.

The Committee trust that, in any new arrangements, the distribution of the amount of contribution towards the paying of the subsidy will be fairly considered as far as this Colony is concerned, and recommend that the papers on this subject which have not already been printed should be printed forthwith.

W. H. MARSH, Chairman.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before the Hon. J. Russell, Puisne Judge.)

Monday, Feb. 23.

WONG CHUN CHIA AND OTHERS v. E. C. CHRISTIANSEN.—\$894.20.

Mr. Caldwell appeared for the plaintiffs, and Mr. Wotton (of Messrs Wotton and Dean), representing the defendant, was present. This was a claim for damages alleged to have been incurred by the plaintiffs on account of the defendant detaining the steamer *Olympia*, which they had chartered, two days after she should have been ready to sail. She was detained two days in Hongkong, and, in consequence of her not leaving until two days after her due date, she arrived at Amoy on a Sunday, when the Customs House was closed, and another day's detention was incurred there.

Mr. Wotton, on behalf of the defendant, admitted that the steamer was detained, but he contended that the charter party provided that the steamer was to be ready to sail on the 19th, and in respect of that he had paid \$174.60 into Court. The notice given to plaintiffs that the steamer would be ready on the 16th February, 1884, the month in which the steamer was chartered, was merely to facilitate the work of loading.

Wong Tin Po said he was a merchant and a member of the Chin Cheung Hong, and one of the plaintiffs in this suit. On the 16th February, 1884, he chartered the German steamer *Olympia*, Messrs Siemens & Co. were the agents for the steamer, and he received notice that the steamer would be ready for the voyage on the morning of the 19th. He commenced to load about six o'clock on that date, and completed loading at noon on the 20th, and notice had been given to the Postmaster on the 19th that he would be ready to leave about 5 o'clock on the evening of the 20th. She did not leave until half past three on the afternoon of the 22nd. On the 19th, he telegraphed to his agents at Amoy that the steamer would arrive there on the 23rd. The charter was for three months, and commenced on the 19th, from which date he paid freight, and Messrs Siemens commenced making up their bills from that date. In answer to the telegram he sent to his Amoy agents, he received two telegrams.

Mr. Wotton objected to these telegrams being received as evidence, as they could not say who they were from. His Lordship asked Mr. Caldwell why he should receive them.

Mr. Caldwell said the telegrams had a bearing on the case, and he had received them. He could not prove that they were not bogus telegrams without getting a commission.

The telegrams were not allowed to be put in.

Mr. Caldwell then handed in a letter which plaintiff said he had received from his Amoy agents, in which they stated that in consequence of the steamer not arriving at the proper time 300 passengers had been engaged passages had gone in another steamer.

Mr. Wotton objected to the letter being put in; it was dated after the steamer left Amoy, and he could not consent to its admission.

The letter was not allowed to be put in. His Lordship asked plaintiff how he did not deduct the money from the last month's charter money.

Plaintiff said Messrs Siemens & Co. threatened to sue him so often he had to pay.

Plaintiff, remarking, said that 100 passengers had engaged passages from Hongkong to Amoy, and 3 for Manila. In consequence of the steamer, however, notwithstanding at the time fixed 22 of the Amoy passengers and the 2 Manila passengers returned their tickets, and he had to pay them back the money, \$2, to each Amoy passenger, and \$30 for each Manila passenger, making in all \$108. He received a letter from the Chief Officer of the *Olympia*, saying 30 passengers had deserted.

The letter produced as having been written by the Chief Officer was shown to Captain Christiansand, master of the *Olympia*, who said the letter was not written by any officer on board his steamer.

Plaintiff said he received the letter from a boatman, who said the supercargo told him he had received the note from the Chief Officer.

price for each passenger was \$4, but owing to the steamer being detained the head capital grant was refused to pay more than \$2 each, so that he had lost \$601. He had several conversations with the Captain about this, and the Captain refused to pay up. Plaintiff thereupon agreed to suffer half the loss himself, and therefore he only claimed \$300. This was the case for the plaintiff.

Ernest H. Christiansand said he was master of the German steamer *Olympia*. On the 15th February, 1884, his steamer went into dock, and while there the plaintiff asked him when the steamer would be ready for cargo. Defendant told plaintiff the steamer was getting a new crank shaft, and plaintiff said he had a great deal of cargo, and requested defendant to come across as soon as possible. He was engaged taking into cargo until the evening of the 20th. Plaintiff never asked him to go away on the 20th, but on the evening of that day, he asked him to go away on the 21st. Defendant said he could not go away on the 21st, as the shaft did not fit. During the 21st small quantities of cargo and mail were taken on board from time to time the whole day. The steamer left the harbour at 2.45 on the afternoon of the 22nd. He never heard from plaintiff or any other person of any passengers leaving the ship in Hongkong in consequence of the delay. If his steamer had left here on the morning of the 21st, he would have reached Amoy late on Saturday night, the 23rd, and he could not have left Amoy until the 25th, as he had cargo to discharge and take in. He could have taken on board cargo at Amoy on the 24th, but he could not have cleared from that port on that day, because the German Consul had to count the passengers and he had also to receive his permits from the Spanish Consul, which he could not obtain on Sunday. He was detained 36 hours here. As it was he arrived at Amoy on Sunday morning, the 24th. He took on board 407 passengers at Amoy. He never heard anything about a claim for detention on account of detention until a month after he came on board the steamer the day he arrived at Amoy, although he was ready to receive them all the time, and he kept up steam all night. About September, he offered plaintiff two days' money for detention in order to settle the matter.

Cross-examined defendant said he knew that plaintiff had given notice to the Postmaster that the steamer would leave on the afternoon of the 20th, but plaintiff never told him that he wanted the steamer to sail at that time. His run to Amoy was on that day and on the 21st. If he had left on the morning of the 21st, he would not have arrived at Amoy before sun down on Saturday, the 23rd, and he would have had to remain outside all night, as he could not enter Amoy harbour in the dark. If he had left on the morning of the 20th, he would have arrived at Amoy on the 22nd, and could have unloaded and taken on board his cargo, and left again on the Saturday.

His Lordship pointed out that it was stated in the charter party that the charter was not to commence until 48 hours after the ship was ready, yet it would appear from defendant's accounts that the charter actually commenced before the ship was ready, on the 19th. It would appear, therefore, that defendant had overcharged plaintiff two days' cargo, and was also trying to squeeze them over the detention.

Mr. Wotton said his Lordship had interpreted the charter party properly, but both parties had agreed to take the 19th as the date on which the charter commenced. After hearing cross-examination his Lordship said he would reserve his judgment.

Police Intelligence.

(Before A. G. Wise, Esq.)

Monday, Feb. 23.

CUTTING AND WOUNDING.

Gerhard Koenigberg, a seaman belonging to the Dutch bark *Princess Wilhelmina*, was charged with cutting and wounding Carl Tom, another seaman employed on board the same vessel, on the 22nd inst. Complainant's statement was to the effect that at 2.30 p.m. yesterday he was in the fore-castle on board the *Princess Wilhelmina*, when the defendant, who was drunk, stabbed him with a knife behind the left ear. There had been no quarrel between himself and defendant.

The carpenter on board the barque corroborated complainant's statement and added that complainant and defendant had on a previous occasion been in a fight. Complainant was lying down in his bunk when stabbed by defendant.

The prisoner, who said that he was drunk and knew nothing about it, was sent to prison for six weeks' hard labour.

ROCKLESS USE OF FIRE-ARMS. Solomon Santwell, of Mauritius, a watchman, appeared on a charge of being drunk and wilfully and maliciously firing off a revolver to the danger of the inhabitants of the neighbourhood.

Inspector Stranahan stated that at 6 p.m. yesterday a report was made to him that a drunken man was firing off a revolver in St. Francis Street, Wanchai. He went to the place and found the defendant in a house, hidden under the bed, with a lot of cartridges piled on the top. Defendant was drunk and had the revolver produced in his pocket. Three cartridges had been discharged from it, and three appeared to have missed fire.

A schoolboy named Frederico Da Silva was playing on an open piece of ground above St. Francis Street at 5.30 p.m. and saw defendant fire the revolver twice, directing it towards the ground.

There were a number of boys standing close around, and the defendant told them to get out of the way.

Defendant stated that he fired the revolver to amuse the children. In default of paying a fine of \$24, he was sent to goal for two months.

ALLIAGE HOUSEBREAKING. Ching Achung, a stone coolie, was charged with breaking into the house of one Cheong He I, and stealing therefrom clothing and money to the value of \$30 on the

INSURANCES.

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.,
Hongkong, November 5, 1885. 855

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at current rates.

GILMAN & Co.,
Hongkong, January 1, 1885. 14

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE).

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Halls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1885. 100

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed AGENTS for the above Corporation are prepared to grant INSURANCES as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872. 496

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 1 per cent. net premium per annum.

NORTON & Co., Agents,
Hongkong, May 19, 1881. 933

Intimations.

Thirteenth Volume of the

'CHINA REVIEW'

Now Ready.

No. 3.—Vol. XIII.

—OF THE—

'CHINA REVIEW'

CONTAINS—

The Six Great Councils of Ts'in.

The Ningpo Diet.

A Sketch of Formosa.

The Life of Koxinga.

Notes of New Books.

The First King of Corea.

Zinc Mines in Yunnan.

Official Barbarisms.

Consumption of Salt.

Silk for the Imperial Household.

Tungusian Tribes.

The Omission of Fiala Piety.

The Laos of China.

Precedence.

Designation of Buddhist Temples.

Kwangtung v. Canton.

London.

Chinese Cash.

Finals.

The Term Assassins.

Boatmen and Parthia.

Errata.

A Chinese rendering for 'Fathoms.'

Replies to some Queries and Suggestions.

Books Wanted, Exchanges, &c.

To Contributors.

Hongkong, February 5, 1885.

The Overland China Mail.

SUBSCRIBERS to The Overland China

Mail will be glad to learn that arrangements have been made for publishing that journal weekly in future instead of fortnightly as at present.

This change, which will be permanent, has been made simply to keep pace with the times. During the existing troubles in the Far East it is also of special importance that a weekly budget of China news should be prepared. Under the present arrangements political and commercial news, perhaps of the greatest interest, may be kept back for a fortnight. The change will not only be welcomed by subscribers at home, but also by those at the Coast Ports and in the interior, who find the Overland a more convenient form of newspaper for their perusal than the daily journals. Practically the Overland will be in future a weekly newspaper for the Far East, with special commercial news, and special tables of shipping and other information, complete for the week. The various reports and other news will be given fully as they appear in the China Mail.

As the subscription will remain the same as hitherto (£3 per quarter), the change will be made without additional expense to subscribers. Single copies will be sold for thirty cents, a reduction of 20 cents on the present price.

The attention of advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, with special commercial news, and special tables of shipping and other information, complete for the week. The various reports and other news will be given fully as they appear in the China Mail.

The Overland China Mail will be regularly posted as hitherto from the China Mail Office to subscribers, on their addresses being forwarded to us.

China Mail Office,
Hongkong, October 17, 1884.

MAILS.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, SUEZ, ADEN, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLE, AND PORTS OF BRAZIL, AND LA PLATA.

BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON TUESDAY, the 24th February, 1885, at Noon, the Company's S.S. 'Cyprien,' COMMUNICANT, CAPTAIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for export in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Passengers until 3 p.m., on the 23rd February, 1885. (Passengers are not to be on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, January 12, 1885. 250

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship 'SAN PABLO' will be despatched for San Francisco, via Yokohama, on TUESDAY, the 3rd March, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. on Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made on Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25 per cent. on Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 60A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, February 10, 1885. 240

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, TRIESTE, MARSEILLE, LONDON, AND BOMBAY.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PRINCE OF WALES, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship 'BORNEO,' Captain H. WENZEL, will for Majesty's Mails, will be despatched from this Port for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 3rd March, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipping, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Goods and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of having their baggage carried on do so on application at the Company's Office.

A. McIVER, Superintendent.

Hongkong, February 18, 1885. 277

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR.

Runs DAILY on a FERRY BOAT between Peddar's Wharf and Tsim-Tsu-Tsu at the following hours:—This Time-Table will take effect from the 1st November, 1884.

WEEK DAYS. SUNDAYS.

Leave Kowloon. Leave H.K. Leave Kowloon. Leave H.K.

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.

8.00 " 8.30 " 7.30 " 8.00 "

9.00 " 9.30 " 8.30 " 9.00 "

10.45 " 11.15 " 10.00 " 10.30 "

12.45 P.M. 1.00 P.M. 12.30 P.M. 1.00 P.M.

1.30 " 2.00 " 2.30 " 3.00 "

2.30 " 3.00 " 3.30 " 4.00 "

3.30 " 4.00 " 4.30 " 5.00 "

4.30 " 5.00 " 5.30 " 6.00 "

5.30 " 6.00 " 6.30 " 7.00 "

6.00 " 6.30 " 7.00 "

6.00 " 7.00 "

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of 'Notes and Queries on China and Japan,' has reached its Thirtieth Volume. The Review discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person conversed with China or Japan is desirous of acquiring trustworthy information. It contains many interesting Notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a Reviewer's recent work on such topics as 'The Review' gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and contributors are made to present a careful and concise paper. Literature on China and Japan, and other subjects, are also accepted, and are sent to the Reviewer for consideration. The Reviewer's recent work on such topics as 'The Review' gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

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